मजबूरी में पेट की भूख उन्हें ले जाती है। मैं यह जानना चाहती हूं कि वे किस तरह इन चीजों को रोकेंगे कि लोग कुवैत जाते हैं, लेकिन इराक भेज दिए जाते है? वहां जाकर उन्हें कई कठिनाइयों का सामना करना पड़ता है। आपकी एडवाइजरी उनके काम नहीं आती है। ऐसे लोगों के लिए आप क्या कदम उठाने जा रहे हैं, इसके बारे में जरा सदन को जानकारी दे दें।

SHRI RAO INDERJIT SINGH: Sir, the first and foremost, the Protector of Immigrants has declined to give immigration clearance for any worker going to Iraq directly. Their passport is only valid for, maybe, Kuwait, or, Jordan. It is true that people go up to Kuwait and thereafter by land route, they go to Iraq. The Government of India has asked the Governments of both Kuwait and Jordan to ensure that our personnel do not cross the border, to kindly ensure that Indian personnel do not go to Iraq. The Government has also tried to tell the companies that are employing Indians that when an Indian crosses over to Iraq, he must be insured, his life must be insured and, finally, Sir...(*Interruptions*)...Sir, the question is...(*Interruptions*)...

SHRI YASHWANT SINHA: Either they are allowed to go or not allowed to go. But when you say yourself that they should be insured, then what is this policy?

SHRI RAO INDERJIT SINGH: Sir, we have asked the companies, we have talked to the companies that people who are sent by the Kuwaiti authorities to go to Iraq for a day or two as drivers and in their incursion to Iraq, they must be insured for the time they have spent there. And finally, Sir, those people who do go there, they must give an undertaking that they have gone there of their own free will and also the company must give an undertaking that they are sending these people to Iraq without any coercion.

Accidents in Andhra Pradesh

*325. SHRI C. RAMACHANDRAIAH: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are aware of the fact that the number of accidents on highways in Andhra Pradesh is continuously increasing;

(b) if so, the number of such accidents that occurred during the last one year, togetherwith the number of persons killed and injured separately;

(c) the details of the loss of property suffered in these accidents;

(d) whether the number of road accidents is on the rise due to rash driving, over loading, untrained driving or over speeding lorries; and

(e) what steps Government are taking to prevent such accidents in future?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) and (b) As reported by the Government of Andhra Pradesh, the number of road accidents, persons killed and persons injured in the state during the year 2001 and 2002 are as under:—

Year	Road Accident			Persons Killed			Persons Injured		
	All Roads	National High-ways	State High-ways	All Roads	National High-ways	State High-ways	All Roads	National High-ways	State High-ways
2001	30031	9096	7834	8428	3036	2426	37471	10758	10365
2002	27634	8185	7813	7517	2195	2030	22112	6650	7509

(c) Such information is not compiled by this Ministry.

(d) Information on the specific group of causes of rash driving, overloading, untrained driving or overspeeding of lorries is not available with this Ministry. The total number of accidents reported in Andhra Pradesh has come down from 30031 in 2001 to 27634 in 2002.

(e) Enforcement of provisions of Motor Vehicles Act and rules made thereunder to ensure safety of road users is the responsibility of the State Government. Some of the important steps taken by the Central Government to check the road accidents on National Highways besides highway design are as under:

(1) Grants-in-aid to voluntary organizations for administering road safety programmes.

(2) Publicity campaign on road safety awareness through audio-visual-print media.

(3) Encouraging use of simulators in driver's training.

(4) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.

(5) Organizing All India Essay Competition on road safety for school children with a view to create awareness.

(6) Tightening of fitness norms for transport vehicles.

(7) Widening and improvements of National Highways etc.

SHRI C. RAMACHANDRAIAH: Sir, if you see the answer that has been furnished by the Minister, passing the buck has become a phenomenon of the Federal Governments in this country; water is a State subject; law and order is a state subject; agriculture is a state subject Information on the specific group of causes of rash driving, overloading, untrained driving or overspeeding of lorries is not available! Enforcement of provisions of Motor Vehicles Act and rules made thereunder to ensure safety of road users is the responsibility of the State Government!

SHRI V. NARAYANASAMY: Correct.

SHRI C. RAMACHANDRAIAH: It is correct. But, Sir, first they should say that it is not the Central Government's responsibility. Sir, the number of road accidents in the country is increasing at an alarming proportion, but the Government of India is not able to obtain information from the State Government. I fail to understand whether the State Governments have maintained the records. We could not get information for 2003-04 in spite of the lapse of two-and-a-half years. But what I am trying to ascertain is...(*Interruptions*)... That is what I am asking; whether the Government of India has failed to obtain the information or whether the Government of Andhra Pradesh has failed to maintain the record.

MR. CHAIRMAN: That is enough. ...(*Interruptions*)...

SHRI C. RAMACHANDRAIAH: Sir, what I am trying to say is...(*Interruptions*)...

MR. CHAIRMAN: Leave it at that. You have put a question. ...(*Interruptions*)...

SHRI C. RAMACHANDRAIAH: Sir, there are no answers given in the statement to most of the questions. Sir, what I am trying to say is.....

MR. CHAIRMAN: Don't say anything. Please put a question. They are all State matters.

SHRI C. RAMACHANDRAIAH: Sir, I am putting the question.

MR. CHAIRMAN: Put questions only.

SHRI C. RAMACHANDRAIAH: Without knowing the reasons for road accidents, how do you formulate the schemes to contain accidents in the country? This is my question. And have you got any mechanism to monitor the traffic and also to ensure the prevention of accidents in this country? ...(*Interruptions*)...

SHRI NILOTPAL BASU: Sir, how can the Parliament substitute for the State Legislature?

SHRI T.R. BAALU: Sir, there are a lot of reasons and, I expect, Mr. Ramachandraiah knows the reasons for accidents. Sir, every year, not less than 4 lakh accidents are taking place in India. Why are these accidents taking place? They are taking place, maybe, due to either bad engineering of roads or lack of enforcement of rules and regulations by the State authorities or lack of awareness among the road users about the rules and regulations of traffic. Sir as far as Andhra Pradesh is concerned, 17 persons are dying per 10,000 vehicles, as against 14 persons in the whole of India. In 1970, per ten thousand vehicles, 814 persons met with accidents and 103 persons had died; in 2002, 69 persons met with accidents and 14 persons had died. So, the all-India average is reducing. But, at the same time, as far as Andhra Pradesh is concerned, their figure is a little bit higher. For that matter, neither the State Government nor is the Central Government at fault. But we have to create awareness among the pedestrians, the drivers and the road users. Sir, the vehicle population is increasing. We will have to take all these things into consideration because we have to work together. ...(*Interruptions*)...

SHRI RAVULA CHANDRA SEKAR REDDY: Sir, it is an important matter.

MR. CHAIRMAN: It is purely a statement. It has important in the State Assembly, not in Parliament.

SHRI T.R. BAALU: Sir, we have to create awareness among the people.

MR. CHAIRMAN: Next question. Q.No.326. ...(*Interruptions*)...

SHRI RAVULA CHANDRA SEKAR REDDY: Sir, the Central Government is also involved.

MR. CHAIRMAN: Where is the Central Government involved?

SHRI C. RAMACHANDRAIAH: Sir, it is a State subject. Then, why has it been allowed? ...(*Interruptions*)... It should not have been allowed. If it is a State subject, it should not have figured in the Question List. ...(Interruptions)...

MR. CHAIRMAN: I will take care of it, that, in future, the matters which pertain to the State Administration are not be allowed in the Parliament. I will certainly take care of that.

SHRI RAVULA CHANDRA SEKAR REDDY: Sir, one of the steps taken by the Central Government to check the accidents is to give grants-in-aid to voluntary organisations. I would like to know from the hon. Minister how much money is given to the voluntary organisations and what are the names of those organisations. If the information is not readily available, they can pass it on to the Members.

MR. CHAIRMAN: This is a good question.

SHRI RAVULA CHANDRA SEKAR REDDY: This is connected with the Central Government.

MR. CHAIRMAN: All right.

SHRI T.R. BAALU: Sir, in1999, there were 38 voluntary organisations. In 2004-05, there are 114 organisations. As far as the money spent is concerned, I will pass on the information to the Member.

SHRI PENUMALLI MADHU: Sir, this is a question concerning the whole India.

MR. CHAIRMAN: If you want to put a question, you put it.

SHRI PENUMALLI MADHU: Sir, I would like to know from the Minister why the accidents all over India are on the increase. Why is the average death rate in the State of Andhra Pradesh high? Is it not a fact that because

of the liberal policies, a number of high-speed vehicles from the international market are coming there? Is it not because of the two highways? I would like to know from the Minister whether it is not because of the two highways and the increase in the number of vehicles.

MR. CHAIRMAN: Let him reply.

SHRI T.R. BAALU: Sir, I will discuss it with him and I will answer to it.

Potential of Bio-tech Industry

*327. SHRI S.P.M. SAYED KHAN: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether it is a fact that even though India has great potential, the bio-tech industry remains to be small with a size of 17 million US $ (in 1994) with limited Indian players;

(b) the number of bio-tech companies operating in India with their products and services; and

(c) the steps taken and schemes formulated by Government for the bio-tech sector development in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI KAPIL SIBAL): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) Indian bio-tech industry has made considerable progress in last half decade. As per the BioSpectrum-ABLE (Association of Biotechnology-Led Enterprises) survey of Indian Biotech Industry, the number of companies in the Biotechnology Sector has grown to 235 in the year 2003-2004 as compared to about 150 in the previous year. Indian Biotech sector has obtained critical mass in manufacturing as well as research services and has slowly built a market for biotech products and services estimated at $700 million for the Year 2003-2004 and is well on its way to reach its targeted $1 billion market size by 2005 and $5 billion by 2010 (Estimate by ABLE). Indian Biotechnology is now poised to leverage its scientific skills and technical experience to make a global impact on a strong innovation led platform.